

79 00006

COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM

FOR THE
CITY OF FREMONT
PUBLIC HEARING: JANUARY 13, 1976
*Fremont Economic Policy
Community Development, Urban-
Cen - Fremont*

The following report describes a tentative Community Block Grant Program for public discussion.

Your understanding and support is solicited. The City Council wants to hear your comments at its public hearing to be held 7:30 p.m., January 13, 1976.

What is the Community Block Grant Program?

The Community Block Grant Program is a federally financed grant based on a Congressional Act. The purposes and objectives of the program are to assist in the development of viable neighborhoods through the improvement of public facilities, the improvement of the housing stock, the expansion and improvement of services principally for the persons of low and moderate income and a more rational utilization of land. Fremont's entitlement under this program consists of \$288,000 in 1975, \$634,000 in 1976, and \$1 million for 1977. What future entitlements will be, depends on further action by the Congress.

Why the suggested program?

On September 29, 1975, the Council approved the preparation of a "Community Profile" to assist in the determination of neighborhood needs. A program of possible projects to assist in correcting neighborhood problems was to be prepared from the profile information for City Council consideration.

The thrust of the program based on the Community Profile is to strengthen the neighborhood centers by improving the public facilities, the overall appearance of the area, expand the quantity and quality of its services and encourage participation by the property owners.

Fremont was found to be unlike most cities in that its housing stock and residential neighborhoods are physically of higher standards and quality. On the other hand, the commercial facilities in some neighborhoods are in a deteriorating condition. Efforts are needed to reverse this trend to improve the neighborhood's economic vitality and service to its residents.

Eligible Projects

Community Block Grant Funding may be used only for certain activities including the following:

1. Acquisition of property for:

Redevelopment
Preservation of historical sites
Public Works facilities
Other public purposes.

2. Public Works improvements including:
Streets
Utilities
Parks
Neighborhood facilities.
3. Code Enforcement
4. Redevelopment Activities
5. Removal of barriers to the handicapped
6. Payment of local share of ongoing projects of previous categorical grant programs
7. Relocation activities.

Housing Assistance Plan

In order to receive Block Grant funding, the City must adopt and submit a "Housing Assistance Plan" acceptable to HUD. The Plan must survey the condition of the community's housing stock and assess the housing needs of the lower income persons residing in or expected to reside in the community, and specify a realistic annual goal for the number of units or persons to be assisted. A housing assistance plan was adopted concurrent with the submittal of the 1975/76 Block Grant application.

Further analysis of the housing needs of the City was made in the Community Profile. The Profile noted that over half the housing that would be eligible for assistance is located in the Niles Neighborhood (see page 2).

First Year Programs

First year Block Grant programs adopted by Council and approved by HUD for 1975/76 are as follows:

Residential Rehabilitation and Preservation	\$ 92,000
Construction Paseo Padre Parkway, Eggers to Peralta	50,000
Removal of Architectural Barriers to the Handicapped	50,000
Program Development Freeway Impact Study Centerville Business Study	47,400
76/77 Block Grant Development	2,000
Contingency	18,600
	28,000
TOTAL	\$288,000

Second and Third Year Application

JANUARY 13, 1976, 7:30 P.M.: FIRST CITY COUNCIL PUBLIC HEARING IN THE COUNCIL CHAMBERS OF THE CITY GOVERNMENT BUILDING, 39700 CIVIC CENTER DRIVE, FREMONT, CALIFORNIA.

February 3, 1976: Deadline for City Council approval of draft application.

February 13, 1976: Deadline for submission of draft application to State and ABAG for 60 day review (A-95 system).

March 9, 1976: Deadline for Council adoption of final application.

March 15, 1976: Deadline for submission of final application to State and ABAG for final 30 day review.

April 15, 1976: Deadline for submission of application to Department of Housing and Urban Development.

June 30, 1976: Deadline for HUD approval of application. After HUD's approval of the City's application, the City may submit amendments to the application as the projects cost estimates become more refined.

Activities to Date

On September 29, 1975, the City Council approved the program formulation as described in the City Manager's Report No. 219-B. The approach is basically in two steps.

The Community Profile was received by the City Council on November 25, 1975, and is summarized on page 2. Copies of the full report may be obtained free of charge in the Planning offices of the City Government Building.

Following preparation of possible eligible projects with preliminary estimates of cost, presentations were made to various business and civic groups as well as at two general public meetings. Other projects were added to the list as they were recommended by members of the audience at the various public meetings. Some groups recommended certain projects as being more important than others. These actions are listed on page 12.

The purpose of the first City Council public hearing is to obtain additional general public response concerning the projects listed in the subsequent pages.

Other eligible projects may be added to the lists for Council consideration and possible inclusion in the draft application.

The public is invited to participate in the City Council public hearing on January 13, 1976 at 7:30 p.m., in the Council Chambers of the City Government Building.

Summary of: Community Profile - 1975

The full report may be obtained free of charge at the Planning Offices at the City Government Building.

The summary graphs of the neighborhoods (bottom of this page) is a pictorial representation of the Profile's indicators as they relate to the City's averages. The horizontal bar is the average for the City. The vertical blocks above the bar shows that the indicator exceeds the average for the City. The vertical block below the bar shows that the indicator is less than the City average.

For example, the City of Fremont has a labor force of 50,891 persons of which 2,499 are unemployed, or 4.91% of the labor force is unemployed (1974 Census). In the Irvington Neighborhood, 915 people are unemployed in a labor force of 15,342. If Irvington would be typical of the City's average, it would have 753 unemployed persons. Therefore, it exceeds the City average by 162 persons.

Since the indicators are not weighed to their relative importance or applicability to assistance from the Community Block Grant funds, the accumulative value of each indicator exceeding the average would be misleading. However, certain conclusions and observations can be made:

- A. The Niles District has the highest indicators of distressed housing with accompanying social-economic problems.

The district is above average in the number of people over 65, low income, minorities, education, maintenance quality, fires, residential improvement to land value ratio and off-street parking facilities.

The 1974/75 Land Use Survey evaluated the "maintenance quality" of all residential units in Fremont.

The "poor maintenance quality" units were picked for need of major repairs such as broken windows, worn out roofs, sagging structure, siding needing replacement, rusted out gutters or downspouts, broken garage doors, fallen in stairs, broken exterior plaster, etc.

According to the Community Profile, 239 units or 53% of poor maintenance quality units (City total is 450) are located in the Niles Neighborhood. 130 of these units are located in the older commercial section of the neighborhood.

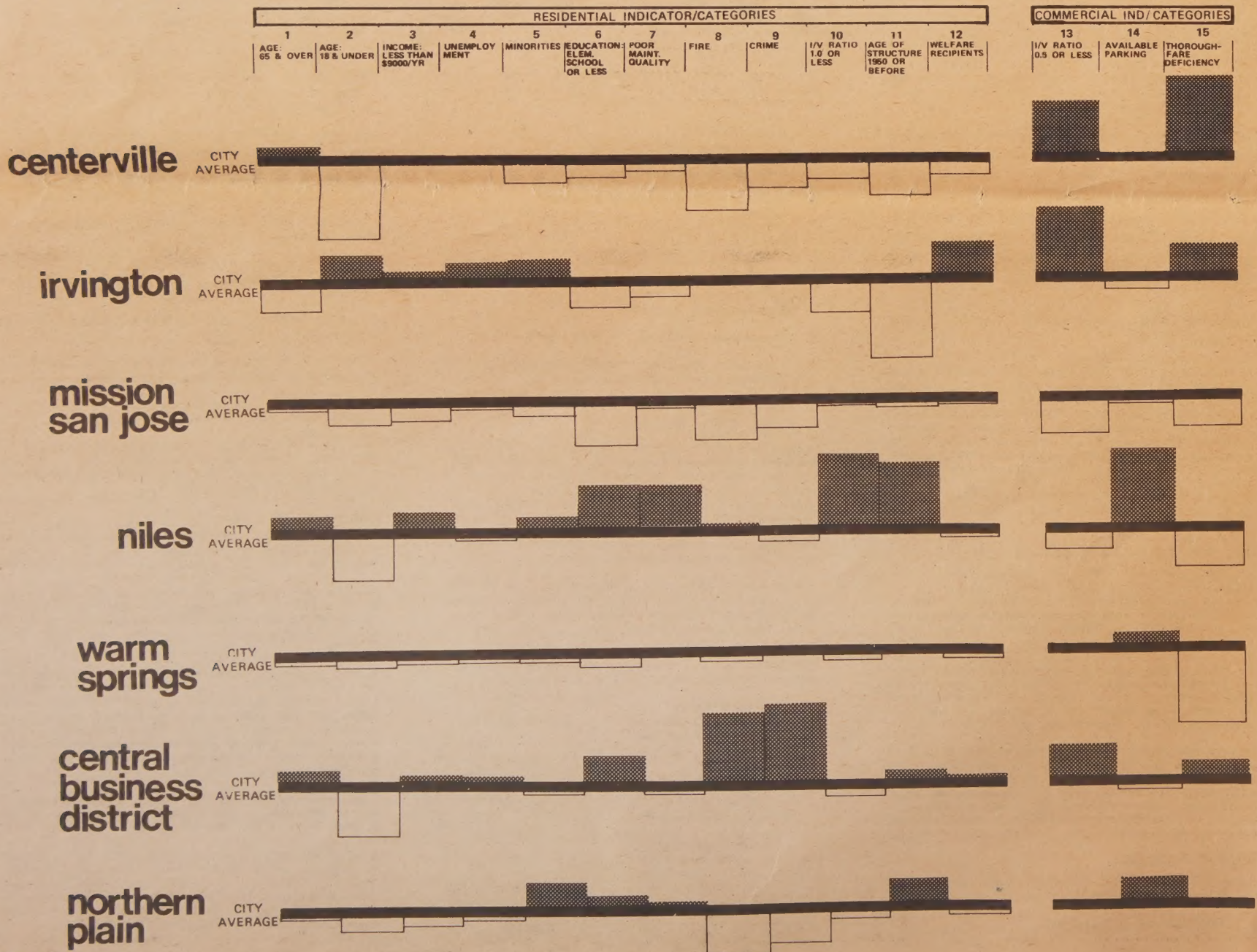
Both the Irvington and the Centerville Districts contain a high level of underutilized commercial property with declining values and a substantial portion of deficient thoroughfares. The Irvington District also contains a higher incidence of persons with economic problems.

- C. Both the Mission San Jose and the Warm Springs Districts are below the City averages for the various indicators measured and would suggest a low priority of need.

The Mission San Jose District, however, is a significant historical area and is underutilized. Upgrading the area in the vicinity of the Mission could encourage greater private investments which would make the area more viable and protect the historical resources.

- D. The Central Business District indicators are misleading due to the method used in measuring commercial land utilization. This discrepancy originates with the value of land compared to the structure. Lesser amounts of land are occupied by structures, thereby somewhat negating the ratio comparison. The high incidence of fire and police responses is due to the concentration of high value retail outlets.

Analysis of the summary graph of the community profile suggests four older areas of the City (Niles, Centerville, Irvington, and Mission San Jose Districts) as potential Community Development Block Grant project neighborhood areas.



Introduction : Project Scopes

The project scopes listed in the following pages are compiled by the City staff as a starting point for public discussion. You may add other eligible projects to the list for Council consideration and possible inclusion in the draft application.

The projects are listed by neighborhood locations as well as in the following categories:

- A. Undergrounding utilities and new street lighting
- B. Face-lifting (painting, graphics, repairs, etc.)
- C. Streetscape improvements (special landscaping, paving, street furniture)
- D. Parking improvements
- E. Park improvements
- F. Street improvements
- G. Redevelopment
- H. Senior Citizen Centers

Underground Utilities New Street Lighting

The projects consist of burying electrical wires under the street and replacing power poles with attractive street light fixtures. In some cases, the lights are thematic, such as the Mission Bell fixtures in the Mission San Jose Neighborhood.

Several projects of this nature were completed in the City recently; the primary source of funding has been from private developers, or local improvement districts and the utility companies.

Facelifting

These projects would probably consist of no, or low interest loans to property owners for building improvements, such as painting, graphics signing, and repairs. The graphic style and colors may be such as to unify the whole street.

Streetscape Improvements

These projects could consist of tree planting, landscaping, street furniture, and various pavement treatment.

Parking Improvements

The Community Profile indicates that of all the neighborhoods, Niles is the most in need of additional off-street parking facilities.

In the City as a whole, there is an average of 237 square feet of commercial space per off-street parking place. Niles has approximately 1,181 square feet of commercial space per off-street parking space.

Street Improvements

The major streets or thoroughfares in Fremont are typically built by both the developer of the adjacent property as well as the City.

The developer builds all sidewalks, street lights, storm drainage, 20 feet to 32 feet width of paving (depending on land use) as well as the landscaping adjacent to the property lines. The City builds the necessary pavement in excess of the developer's responsibility as well as the median with landscaping and all signaling, signing, and striping.

In cases where traffic conditions require certain improvements prior to the time of abutting development, the improvements are paid for, in total, by the City.

Redevelopment

The State Health and Safety Code provides for possible redevelopment of all or part of an area as may be appropriate in the interests of the general welfare. Redevelopment occurs in several phases. Land assembly, reconstruction, and resale of the properties with improved facilities are the major phases. The ultimate control of the project is in the hands of the City Council. Costs of the redevelopment process may be paid from taxes received over and above present tax revenue or by direct appropriation or general obligation bonds.

Two redevelopment projects (in the Niles and the Irvington neighborhoods) are listed as possibilities in the project scopes.

Funding Sources

Some or portions of the listed projects may be eligible for funding from other sources. The sources include, but are not limited to the following:

1. Business improvement districts
2. Gas taxes
3. Revenue Sharing
4. Federal Urban Aid
5. Safer Roads Demonstration Funding
6. Parking District Funding
7. Local Improvement District Funding
8. State Park Bond
9. Land and Water Conservation Grant Fund
10. Redevelopment Tax Increment Bonds

The extent and availability of the above listed funds for any of the proposed projects is unknown unless otherwise stated in the project description.

ESTIMATES USED THROUGHOUT THIS REPORT ARE PRELIMINARY IN NATURE , BASED ONLY ON CONCEPTUAL DESIGN



A

NILES NEIGHBORHOOD

PROJECT SCOPES

Underground Utilities New Street Lighting

- 1 NILES CANYON ROAD**
between Niles Boulevard and Mission Boulevard

This project is included in the improvements of the redevelopment area (Project No. 11)

Estimated Cost: \$105,000

- 2 NILES BOULEVARD**
between "F" Street and "J" Street

Estimated Cost: \$250,000

- 3 NILES BOULEVARD**
between "J" Street and Niles Canyon Road

Estimated Cost: \$150,000

Facelifting (Painting, Graphics & Repairs)

- 4 NILES BOULEVARD**
between "F" Street and Niles Canyon Road

Estimated Cost: \$ 50,000

Streetscape Improvements (Land- scaping, Paving & Street Furniture)

- 5 NILES BOULEVARD**
between "F" and Niles Canyon Road

Estimated Cost: \$ 50,000

Parking Improvements

- 6** The project consists of buying sufficient land and improvements for an additional 120+ off-street parking spaces. The new parking lot would be located in the center of the commercial district, possibly on the east side of Niles Boulevard.

Estimated Cost: \$200,000

Park Improvements

- 7** The City owns a 39-acre site for the Niles Community Park. The present improvements consist of the former Grau residence, being used on a limited basis as a community center, and an adjoining small parking lot.

The development of the entire site is estimated to cost approximately \$600,000. Probable improvements include a fishing pier, picnic areas, day camp facilities, sports areas, and parking areas.

The first phase of improvements will include tennis courts, a restroom facility building, parking area, and landscaping. Estimated first stage cost: \$200,000.

The East Bay Regional Park District will develop a portion of lands along Alameda Creek, owned by the Alameda County Water District, Alameda County Flood Control District, and the City of Fremont. Money allocated from the State Park Bonds will be used to provide fishing piers, lawn, and picnic areas around the Shinn pit.

Estimated Cost: \$200,000

Street Improvements

- 8 NILES CANYON ROAD**
between Niles Boulevard and Mission Boulevard

The project consists of improvements necessary to widening the roadway to four lanes of through traffic, curb side parking, a transition to two lanes and no parking at the existing railroad undercrossing. Improvements include roadway reconstruction, drainage control facilities, traffic signal modification, and landscaping.

This project is included in the improvement of the redevelopment project (Project No. 11). The required right-of-way acquisition is part of the redevelopment area acquisition.

Estimated Cost: \$155,000

- 9 NILES BOULEVARD**
between "F" Street and Niles Canyon Road

The project consists of improvement widening the roadway to four lanes of through traffic, without curb side parking between the AMCHEM Spurline and "H" Street, and three lanes of traffic without parking between "H" Street and the Sullivan Underpass intersection. Improvements include curb and gutters, paving, signing, striping, and landscaping.

Estimated Cost: \$ 35,000

- 10 NILES BOULEVARD AND SECOND STREET
COUPLET**
between "G" Street and California Nursery

The project consists of improvements and right-of-way for a one-way couplet. Niles Boulevard, one-way westbound and Second Street, one-way eastbound. Improvements include paving, drainage control facilities, relocation of trees, signing, striping, and landscaping.

Estimated Cost: \$220,000

Redevelopment

- 11** The project consists of redevelopment of the area on both sides of Niles Canyon Road between Niles Boulevard and Mission Boulevard.

A preliminary evaluation of the project indicates that bonds can be financed solely through the "increment taxes" process to pay for this redevelopment.

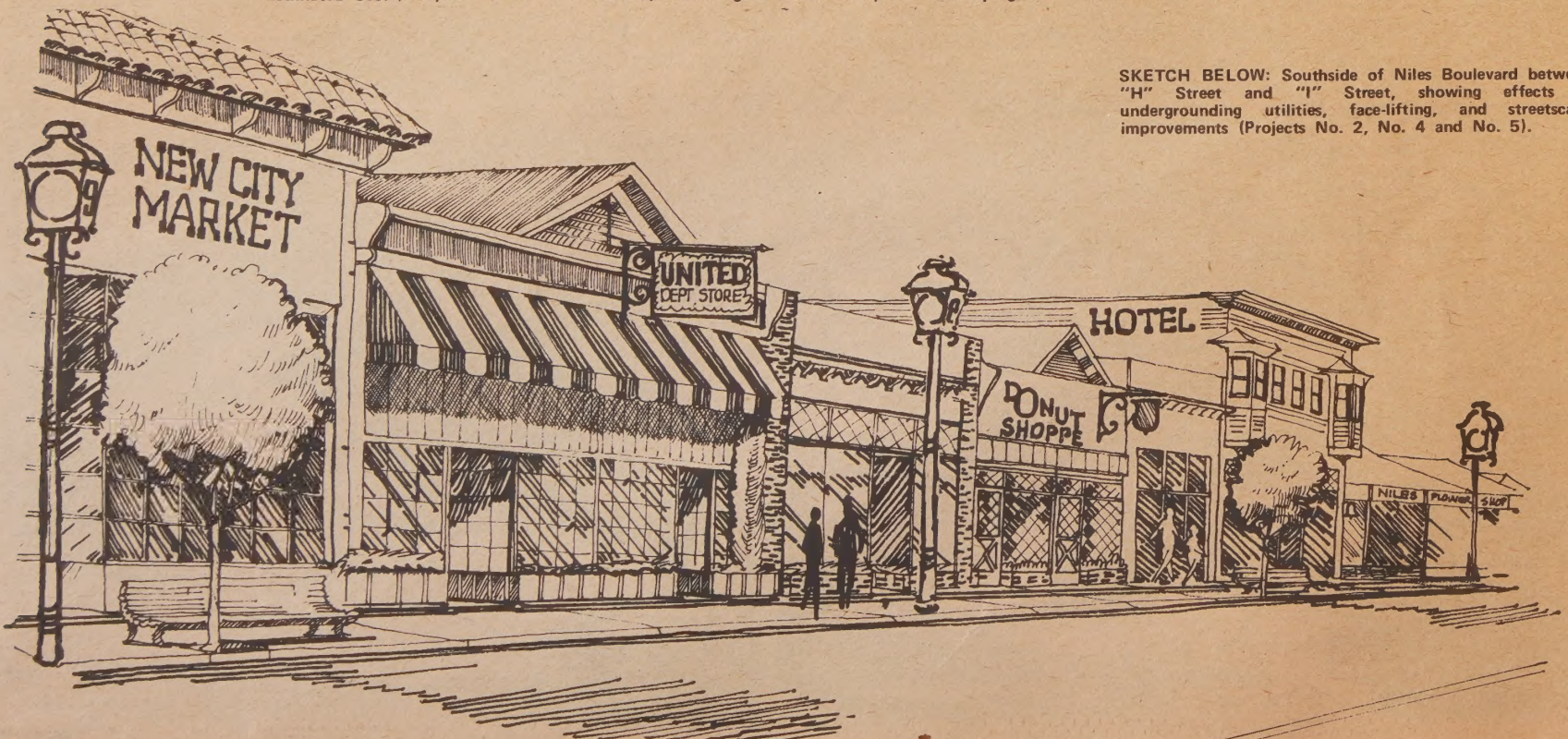
The improvement of the project consists of:

Projects No. 1 and 10

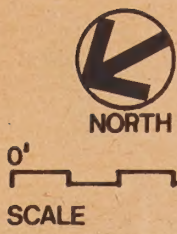
A "seed" money grant to start the redevelopment process is suggested as a possible project.

Estimated Cost: \$ 20,000

Total estimated cost for Projects 1 to 11 is \$1,351,000.



SKETCH BELOW: Southside of Niles Boulevard between "H" Street and "I" Street, showing effects of undergrounding utilities, face-lifting, and streetscape improvements (Projects No. 2, No. 4 and No. 5).



 Underground Utilities

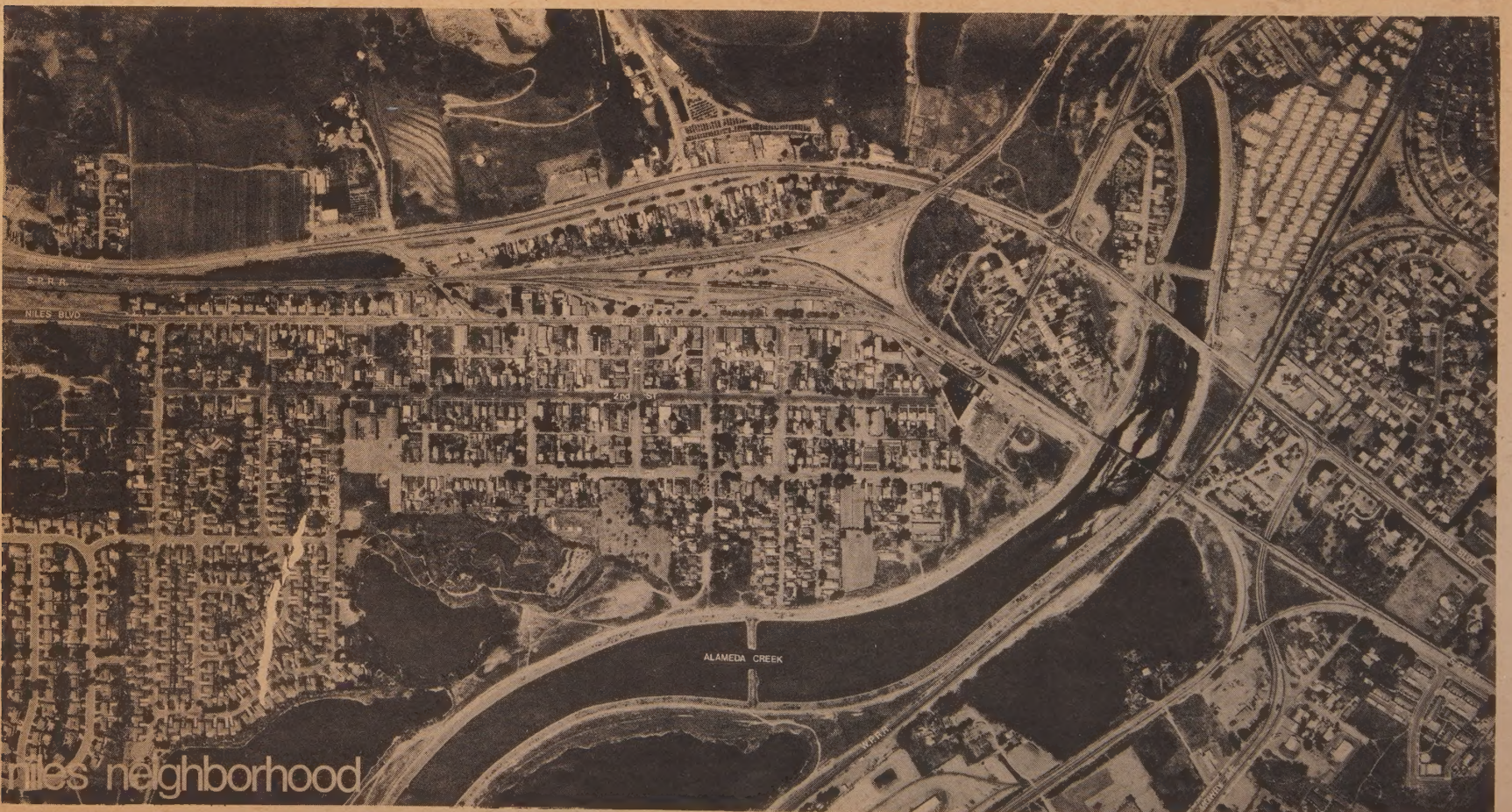
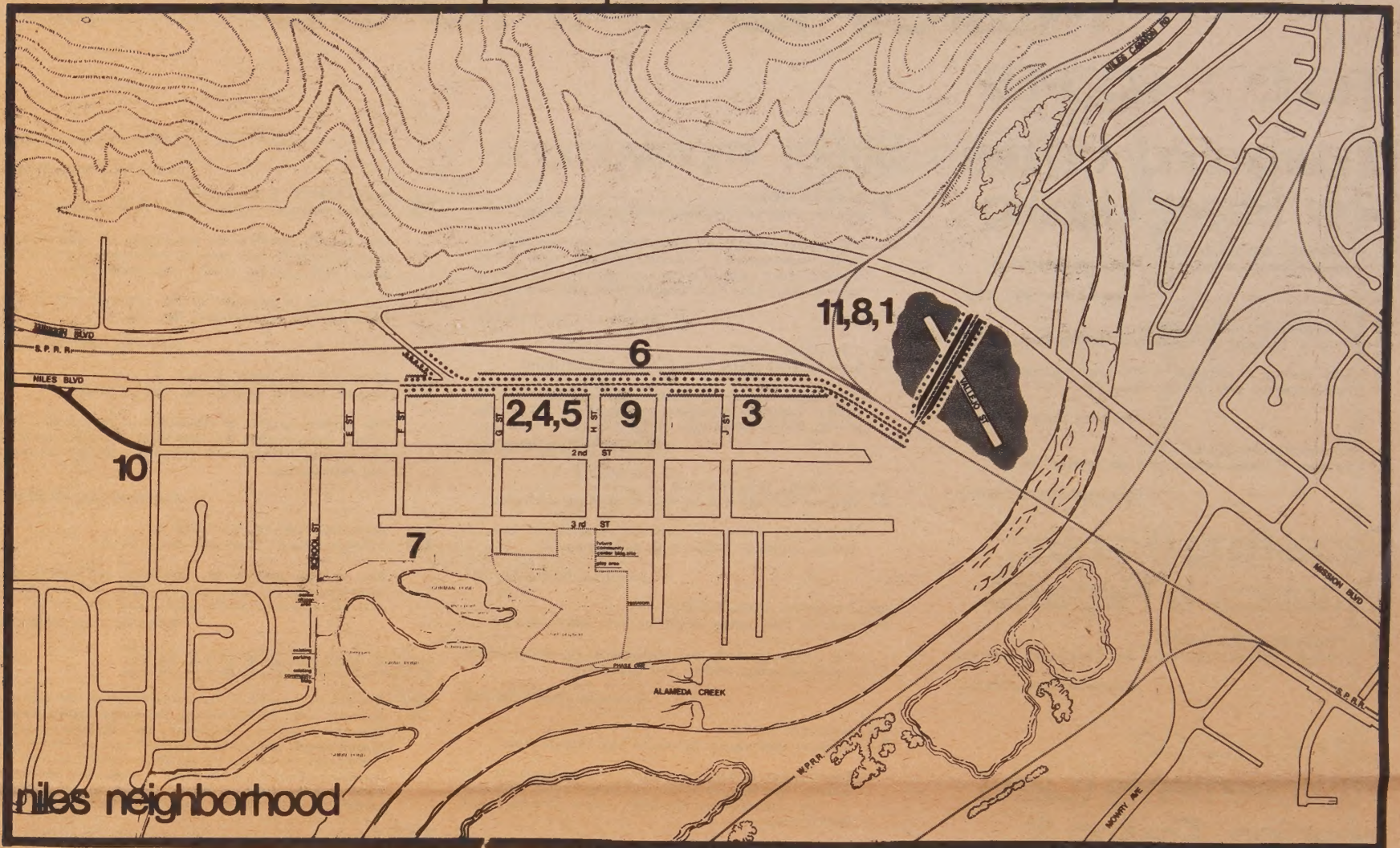
 Facelifting

 Streetscape Improvements

 Street Improvements

 Parking Improvements

 Redevelopment Area



B

IRVINGTON NEIGHBORHOOD

PROJECT SCOPES

Underground Utilities New Street Lighting

1 **FREMONT BOULEVARD**
between Clough Avenue and Washington Boulevard
Estimated Cost: \$230,000

2 **WASHINGTON BOULEVARD**
between Fremont Boulevard and Roberts Avenue

3 This project is included in the improvements of the redevelopment area (Project No. 17).
Estimated Cost: \$ 80,000

WASHINGTON BOULEVARD
between Roberts Avenue and the railroad tracks
Estimated Cost: \$ 55,000

Facelifting (Painting, Graphics & Repairs)

4 **FREMONT BOULEVARD**
between Grimmer Boulevard and Washington Boulevard
Estimated Cost: \$100,000

Streetscape Improvements (Land scaping, Paving & Street Furniture)

5 **FREMONT BOULEVARD**
between Clough Avenue and Washington Boulevard
Estimated Cost: \$ 20,000

Park Improvements

6 **IRVINGTON PLAZA PARK**
Improvements include water feature, lighting, paving, park furniture, landscaping, and irrigation system.
Estimated Cost: \$ 30,000

Street Improvements

7 **BLACOW ROAD**
between Fremont Boulevard and Osgood Road
The project consists of improvements for two lanes of traffic, curb parking, shoulders, median, curb at the railroad tracks, railroad crossing protection, transition to existing improvements at Osgood Road, and landscaping.
Estimated Cost: \$400,000

8 **DRISCOLL ROAD**
between Washington Boulevard and Alice Street
The project consists of improvements for four lanes of traffic including shoulders, median, curb and gutters, paving, and landscaping.
Estimated Cost: \$560,000

9 **FREMONT BOULEVARD**
between Clough Avenue and Washington Boulevard
The project consists of improvements for four lanes of traffic including median and landscaping.
Estimated Cost: \$895,000

10 **FREMONT BOULEVARD**
between Washington Boulevard and Adams Avenue
The project consists of improvements for four lanes of traffic including median and landscaping.
Estimated Cost: \$220,000

11 **OSGOOD ROAD**
between Washington Boulevard and Blacow Road
This project consists of interim improvements to the existing two lanes of traffic including buying a portion of the right-of-way, shoulder, storm drainage, and landscaping.
Estimated Cost: \$430,000

12 **OSGOOD ROAD**
between Washington Boulevard and Blacow Road
The project consists of ultimate improvement for four lanes of traffic including total right-of-way acquisition, shoulders, median, curb and gutters, storm drainage, and landscaping.
Estimated Cost: \$540,000

13 **ROBERTS AVENUE**
between Fremont Boulevard and Main Street
The project consists of full improvements for a new street including curb and gutters, paving, utilities, and landscaping.
This project is included in the improvement of redevelopment area (Project No. 17). The required

right-of-way is part of the redevelopment area acquisition.

Estimated Cost: \$ 35,000

14 **WASHINGTON BOULEVARD**
between Fremont Boulevard and Roberts Avenue
The project consists of acquisition of right-of-way, improvements for four lanes of traffic including curb and gutter, curb parking, median and landscaping.
The project is included in the improvements of the redevelopment area (Project No. 17).
Estimated Cost: \$290,000

15 **WASHINGTON BOULEVARD**
between Roberts Avenue and Driscoll Road
The project consists of acquisition of right-of-way, full surface improvement for four lanes of traffic and curb side parking, including curb and gutters, median, drainage, and landscaping.
Estimated Cost: \$635,000

16 **WASHINGTON BOULEVARD**
between Driscoll Road and Bruce Drive
The project consists of acquisition of right-of-way, improvements for four lanes of traffic with parking on one side including heavy grading and landscaping.
Estimated Cost: \$190,000

Redevelopment

17 The project consists of redevelopment of an area adjacent to both sides of Washington Boulevard approximately between Fremont Boulevard and Roberts Avenue. Improvements consist of Projects No. 2 and No. 14. A preliminary evaluation of the project indicates that the necessary bonds can be financed through the "increment taxes" process assuming the following non-redevelopment contributions to the project:

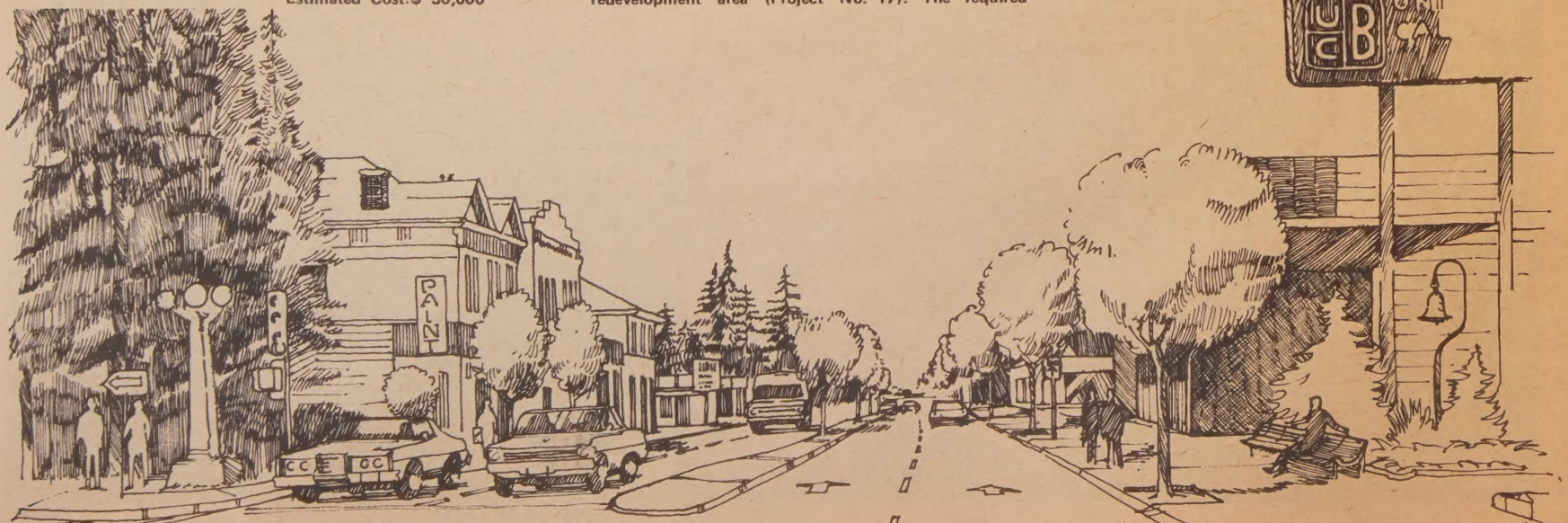
17A Relocation and construction of a new fire station
Estimated Cost: \$330,000

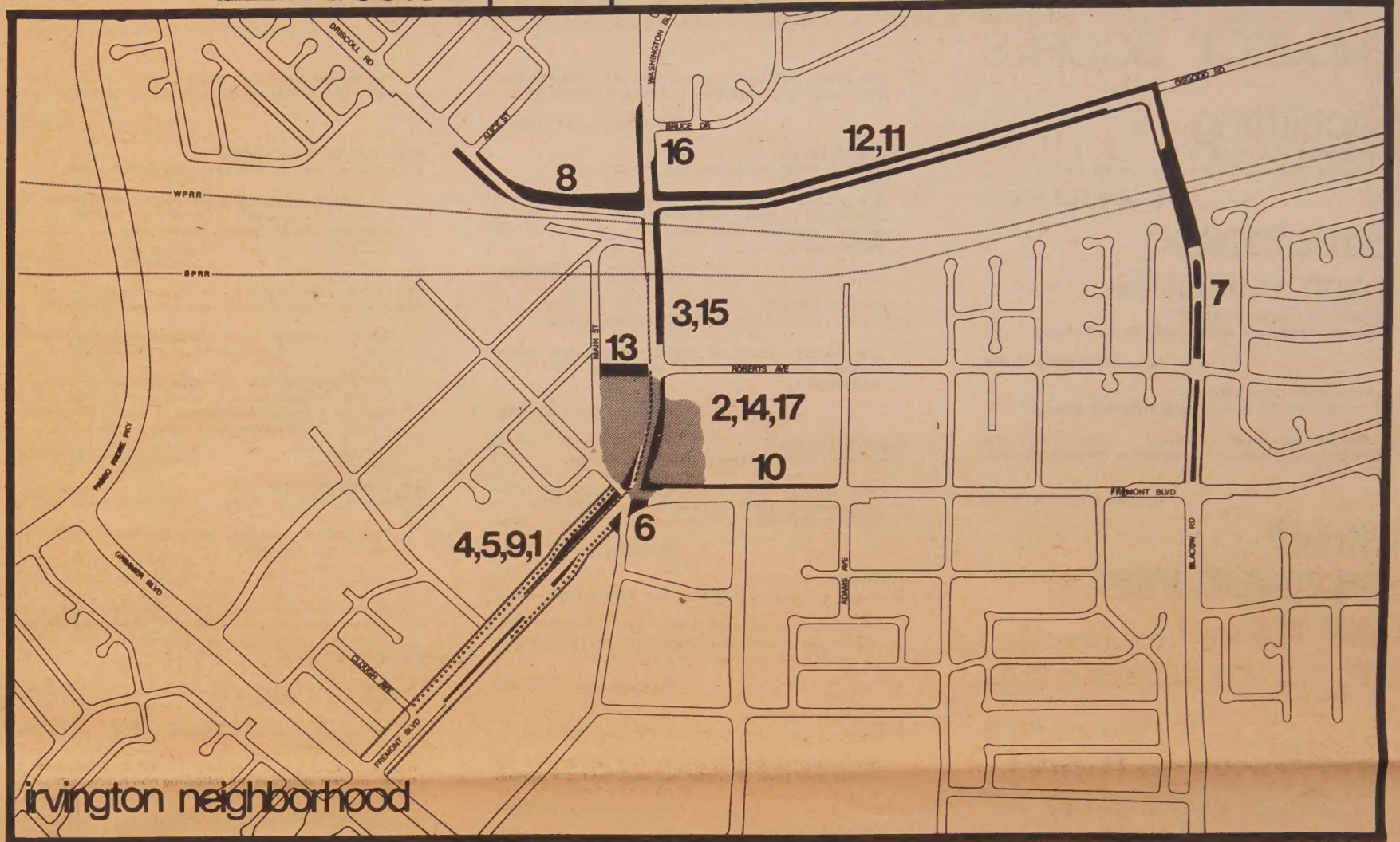
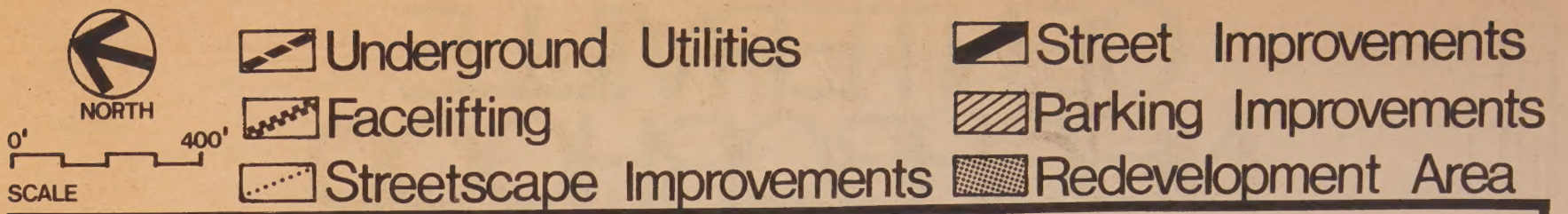
17B Contributions to street improvements
Estimated Cost: \$200,000

17C A "seed" money grant to start the redevelopment process
Estimated Cost: \$ 20,000

Total estimated cost for Projects 1 to 17 is \$5,260,000.

SKETCH BELOW: Fremont Boulevard looking north from Irvington Center, showing effects of street improvements, undergrounding utilities, face-lifting, and streetscape improvements (Projects No. 9, No. 1, No. 4, and No. 5).





C

CENTERVILLE NEIGHBORHOOD

PROJECT SCOPES

Facelifting

- 1 FREMONT BOULEVARD**
between Thornton Avenue and Central Avenue

Estimated Cost: \$ 50,000

Streetscape Improvements

- 2 FREMONT BOULEVARD**
between Thornton Avenue and Central Avenue

Estimated Cost: \$ 60,000

- 3 FREMONT BOULEVARD**
between Peralta Boulevard and Walton Avenue

The project consists of special landscaping and other improvements along the street and at the present parking facility.

Estimated Cost: \$ 20,000

Street Improvements

- 4 BAINE AVENUE**
between Oak Street and Fremont Boulevard

The project consists of construction of full street improvements for a 42-foot right-of-way (excluding sidewalks).

Estimated Cost: \$ 70,000

- 5 BONDE WAY**
between Moraine Street and the Centerville Bypass

The project consists of construction of full improvements including utilities in a 60-foot right-of-way.

Estimated Cost: \$ 40,000

- 6 CENTERVILLE BYPASS**
between Peralta Boulevard and Bonde Way

The project consists of construction of full improvements including drainage, mass grading, and railroad underpass. 104-foot right-of-way including landscaping. 50% of this project may possibly be funded from other sources.

Estimated Cost: \$ 1,325,000

- 7 THORNTON AVENUE COUPLET**
between Maple Street and Fremont Boulevard

This project consists of construction of two lanes with curb and gutter, sidewalk, and landscaping.

Estimated Cost: \$ 475,000

- 8 FREMONT BOULEVARD**
between Thornton Avenue and Central Avenue

The project consists of asphalt overlay of existing street and couplet channelization (unchanged right-of-way).

Estimated Cost: \$110,000

- 9 JASON WAY**
between Peralta Boulevard and Parish Avenue

The project consists of acquisition of right-of-way, removal of existing improvements and construction of surface roadway and landscaping in the 50-foot right-of-way.

Estimated Cost: \$75,000

- 10 MAPLE STREET**
between Central Avenue and Thornton Avenue

The project consists of asphalt overlay and railroad crossing reconstruction and landscaping (right-of-way unchanged).

Estimated Cost: \$ 70,000

- 11 OAK STREET**
between Hansen Avenue and Baine Avenue

The project consists of construction of full street improvements including utilities and landscaping in a 50-foot right-of-way.

Estimated Cost: \$ 115,000

- 12 PARISH AVENUE**
between Fremont Boulevard and Peralta Boulevard

The project consists of removal and full surface street improvements including storm drainage and landscaping in an 84-foot and 104-foot right-of-way.

Estimated Cost: \$775,000

- 13 PARISH AVENUE**
between Maple Street and Fremont Boulevard

The project consists of construction of full surface street improvements and landscaping in an 84-foot right-of-way.

Estimated Cost: \$ 475,000

- 14 PARISH AVENUE**
between Maple Street and Central Avenue

The project consists of Maple Street realignment with full surface improvements and Parish Avenue full surface improvements to Central Avenue in an 84-foot right-of-way.

Estimated Cost: \$ 245,000

- 15 PERALTA BOULEVARD**
between Centerville Bypass and Jason Way

The project consists of full improvements for four lanes of traffic including storm drainage, right-of-way acquisition, median, and landscaping.

Estimated Cost: \$ 340,000

- 16 PERALTA BOULEVARD**
between Jason Way and Fremont Boulevard

The project consists of improvements for four lanes of traffic including storm drainage, median, and landscaping.

Estimated Cost: \$215,000

- 17 PERALTA BOULEVARD**
between Fremont Boulevard and Joseph Street

The project consists of widening on one side only, full surface improvements, right-of-way acquisition, and landscaping in an 84-foot right-of-way.

Estimated Cost: \$255,000

- 18 THORNTON AVENUE**
between Nimitz Freeway and Fremont Boulevard

Full improvements to accommodate four lanes of traffic with a median, signalization, and landscaping.

This project has been submitted for Federal Aid Urban funding. This project is expected to have a high priority once the Congress appropriates funds for this program. Funding is anticipated next year.

Estimated Cost: \$1,400,000

- 19 THORNTON AVENUE**
between Fremont Boulevard and Paseo Padre Parkway

The project consists of full improvements and right-of-way acquisition.

Estimated Cost: \$340,000

Another possible source of funding for the Thornton Avenue (between the Nimitz Freeway and Fremont Boulevard) project is the California State District Engineer's Fund.

The City's share for the Thornton Avenue project is estimated at \$300,000.

- 20 IMPROVEMENT OF SIGNALIZATION AT SEVEN INTERSECTIONS**

New traffic signals at Thornton Avenue and Paseo Padre Parkway, Maple Street, and Dusterberry Way, Maple Street at Peralta Boulevard, Fremont Boulevard at Parish Avenue, Maple Street at Parish Avenue extension and Joseph Street at Central Avenue.

Estimated Cost: \$550,000

21 Senior Citizen Center

The project consists of:

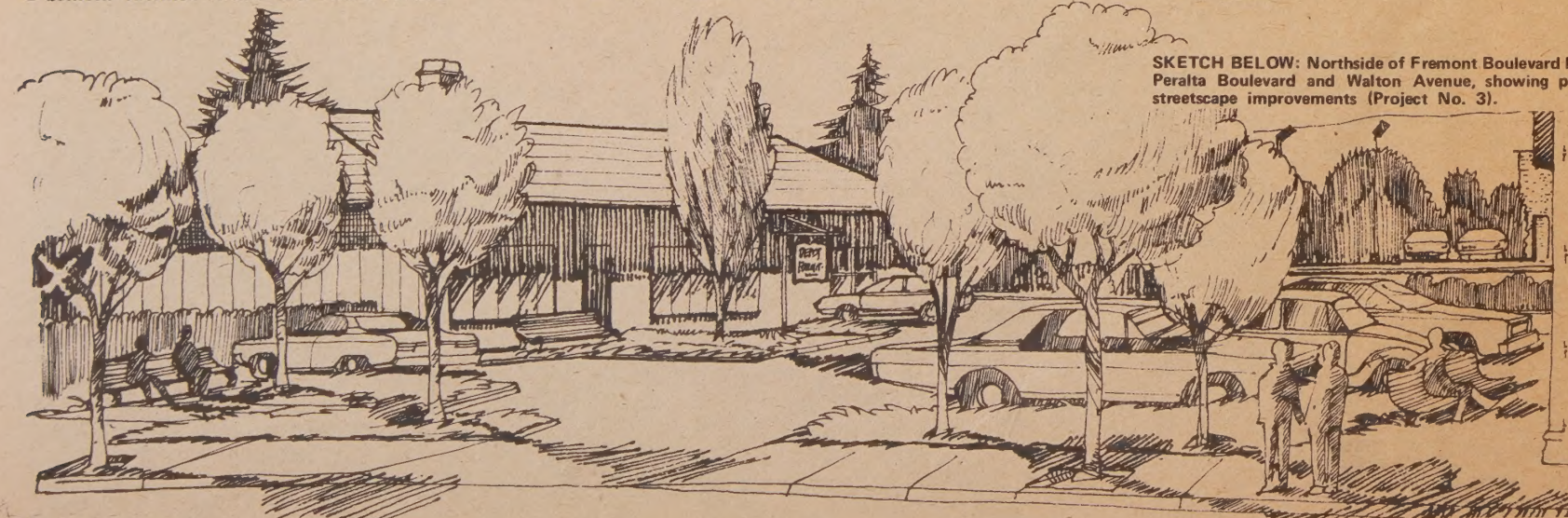
- a RELOCATION OF EXISTING FIRE STATION ON FREMONT BOULEVARD TO ANOTHER SITE**

Estimated Cost: \$340,000

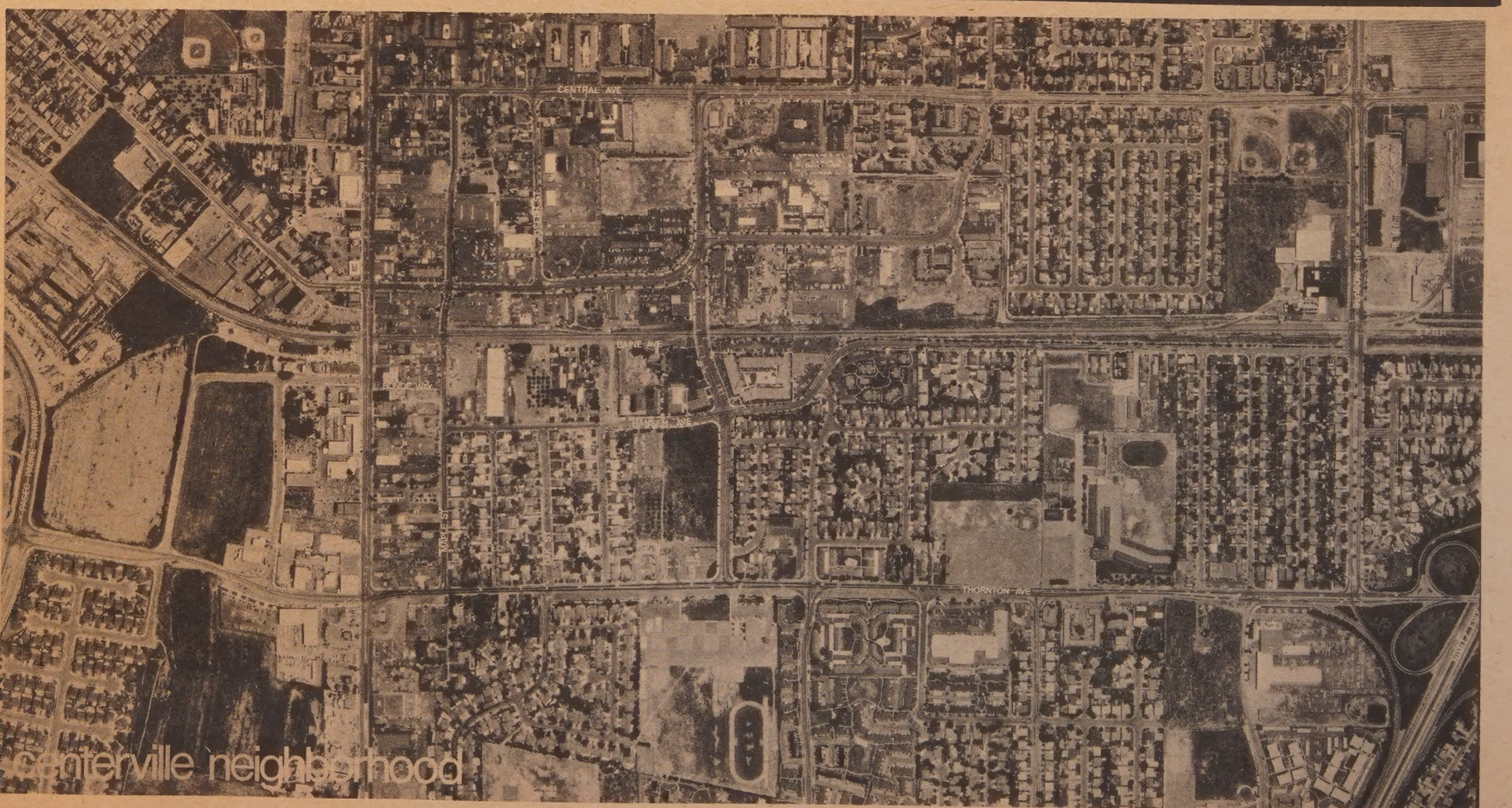
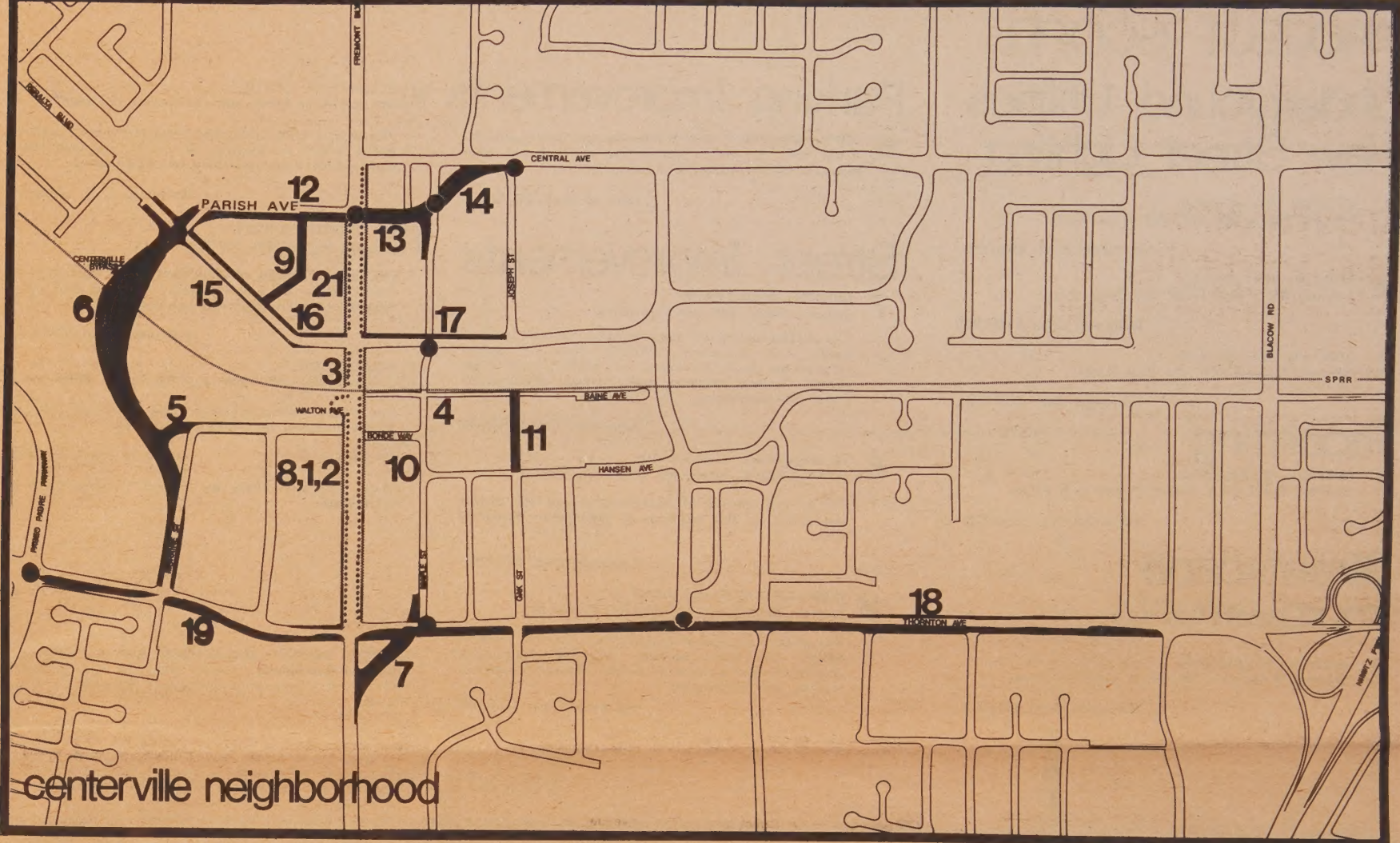
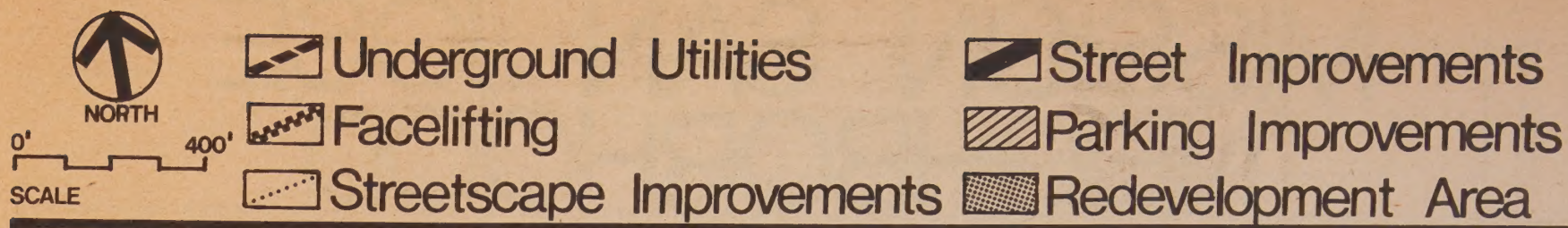
- b REMODELING OF EXISTING CENTERVILLE FIRE STATION FOR A SENIOR CITIZEN CENTER**

Estimated Cost: \$20,000

Total estimated costs for Project 1 through 21 is \$7,365,000.



SKETCH BELOW: Northside of Fremont Boulevard between Peralta Boulevard and Walton Avenue, showing proposed streetscape improvements (Project No. 3).





MISSION SAN JOSE NEIGHBORHOOD

PROJECT SCOPES

Underground Utilities New Street Lighting

- 1 MISSION BOULEVARD
between Route 680 and Mill Creek Road
Estimated Cost: \$90,000
- 2 MISSION BOULEVARD
between Mill Creek Road and Cedar Street
Estimated Cost: \$465,000
- 3 MISSION BOULEVARD
between Cedar Street and Pine Street
Estimated Cost: \$90,000

Facelifting

- 4 MISSION BOULEVARD
between Washington Boulevard and Pine Street
Estimated Cost: \$50,000

Streetscape Improvements

- 5 MISSION BOULEVARD
between Washington Boulevard and Pine Street
Estimated Cost: \$40,000

Parking Improvements

- 6 The project consists of improvements and landscaping of a city-wide, city-owned lots on Mission Boulevard. The lots can accommodate 57 automobiles.

Estimated Cost: \$40,000

Street Improvements

- 7 MISSION BOULEVARD
between Route 680 and Pine Street
The project consists of improvements for four lanes of traffic and protective left-turn lanes at certain intersections, including right-of-way acquisition, drainage control facilities, retaining walls, median, relocation of trees, and landscaping.

Estimated Cost: \$855,000

- 8 WASHINGTON BOULEVARD
between Bryant Street and Ellsworth Street

The project consists of improvements and right-of-way acquisition on the southside of Washington Boulevard only.

Estimated Cost: \$30,000

- 9 WASHINGTON BOULEVARD
between Starr Street and Mission Boulevard

The project consists of improvements for four lanes of traffic and curb parking including right-of-way acquisition, drainage control, overlay of existing roadway, median, and landscaping.

Estimated Cost: \$265,000

- 10 ELLSWORTH STREET
between Anza Street and Washington Boulevard

The project consists of improvements for four lanes of traffic within the existing right-of-way including some with roadway reconstruction and landscaping.

Estimated Cost: \$150,000

- 11 ELLSWORTH STREET
between Anza Street and Pine Street

The project consists of improvements for four lanes of traffic within the existing right-of-way including some roadway reconstruction and landscaping.

Estimated Cost: \$260,000

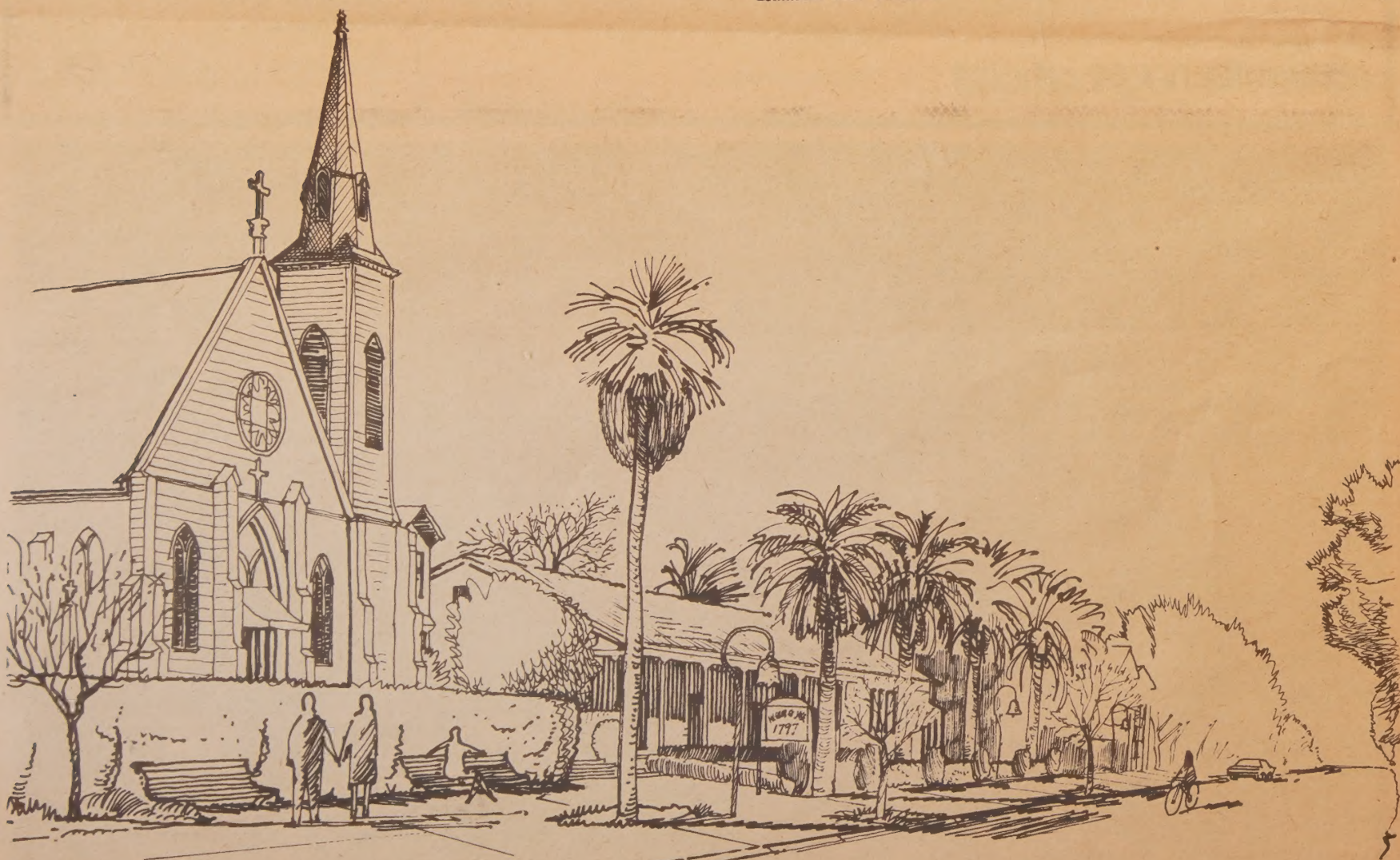
- 12 ANZA STREET
between Ellsworth Street and Washington Boulevard

The project consists of improvements for four lanes of traffic including right-of-way acquisition.

Estimated Cost: \$80,000

Total estimated costs for Project 1 through 12 is \$2,415,000.

SKETCH BELOW: Mission Boulevard at Washington Boulevard intersection, showing effects of undergrounding utilities and streetscape improvements (Projects No. 2 and No. 5).





NORTH

0' 400'

SCALE



Underground Utilities



Facelifting



Streetscape Improvements



Street Improvements



Parking Improvements



Redevelopment Area





Recommendations

Business Associations

★ The Niles Merchants Association recommended the following projects.

Undergrounding Utilities and New Street Lighting

2 NILES BOULEVARD
between "F" Street and "J" Street

Estimated Cost: \$250,000

Streetscape Improvements

5 NILES BOULEVARD
between "F" Street and Niles Canyon Road

Estimated Cost: \$50,000

6 Parking Improvements

Estimated Cost: \$200,000

7 NILES COMMUNITY PARK IMPROVEMENTS

First Phase

Estimated Cost: \$200,000

11 Redevelopment

Redevelopment "seed" money

Estimated Cost: \$ 20,000

★ The Irvington Business Men's and Women's Association recommended the following projects.

Streetscape Improvements

5 FREMONT BOULEVARD
between Clough Avenue and Washington Boulevard

Estimated Cost: \$20,000

Parks Improvements

6 IRVINGTON PLAZA PARK

Estimated Cost: \$30,000

Street Improvements

7 BLACOW ROAD
between Fremont Boulevard and Osgood Road

Estimated Cost: \$400,000

11 OSGOOD ROAD
between Washington Boulevard and Blacow Road (interim improvements)

Estimated Cost: \$430,000

17 Redevelopment along Washington Boulevard including non-redevelopment funds for relocation and construction of new fire station

Estimated Cost: \$330,000

Block Grant for street improvements

Estimated Cost: \$200,000

Redevelopment "seed" money

Estimated Cost: \$20,000

★ The Centerville Businessmen's Association recommended the following projects:

Streetscape Improvements

3 FREMONT BOULEVARD
between Peralta Boulevard and Walton Avenue

Estimated Cost: \$20,000

Street Improvements

16 PERALTA BOULEVARD
between Jason Way and Fremont Boulevard

Estimated Cost: \$215,000

17 PERALTA BOULEVARD
between Fremont Boulevard and Joseph Street

Estimated Cost: \$255,000

19 THORNTON AVENUE
between Fremont Boulevard and Paseo Padre Parkway

Estimated Cost: \$340,000

★ The Mission San Jose Chamber of Commerce recommended the following projects.

Undergrounding Utilities and New Street Lighting System

2 MISSION BOULEVARD
between Mill Creek Road and Cedar Street

Estimated Cost: \$465,000

Street Improvements

8 WASHINGTON BOULEVARD
between Bryant Street and Ellsworth Street (southside only)

Estimated Cost: \$30,000

10 ELLSWORTH STREET
between Anza Street and Washington Boulevard

Estimated Cost: \$150,000

12 ANZA STREET
between Ellsworth Street and Washington Boulevard

Estimated Cost: \$80,000

Which projects would YOU recommend?

For additional information call the office of the Economic Development Director at 796-3309.

Bring your suggestions to the January 13, 1976 Public Hearing at 7:30 p.m. in the Council Chambers of the City Government Building or mail in your suggestions to:

Economic Development Director
City of Fremont
City Government Building
Fremont, CA 94538

INSTITUTE OF GOVERNMENTAL
STUDIES LIBRARY

FEB 21 2025

UNIVERSITY OF CALIFORNIA

